

Long Beach City Council I-710 Oversight Committee

Thursday
March 18, 2004

I-710 Freeway Locally Preferred Strategy

Actions Towards Development

PURPOSE

- To begin the process of gaining input from the community on the draft locally preferred strategy
- This draft strategy is based on all of the comments and recommendations received over the past six months

Keys to Development of the Plan

- Guiding Principles for the Improvement of the I-710 Freeway
- Community Issues and Concerns
- Design Concepts to Improve the I-710 Freeway

City of Long Beach I-710 Guiding Principles

1. Improve public participation in the development and consideration of alternatives to provide technical assistance to facilitate effective public participation

Community Meetings

- August 26, 2003 Houghton Park
- September 10, 2003 Cabrillo High
- September 30, 2003 City Hall
- October 23, 2003 Houghton Park
- October 28, 2003 Cabrillo High

Key Community Issues and Concerns

Adopted the recommendation to acknowledge and address four key issues that the community is most concerned about through a series of Community Roundtable Workshops

Critical Issues from Community

- Loss of Property and Neighborhood Impacts
- Health, Environment and Noise
- Truck Congestion, Safety and Impacts
- Port Issues

Community Roundtables

- January 24, 2004 Silverado Park
- January 29, 2004 Houghton Park
- February 5, 2004 Silverado Park
- February 12, 2004 Houghton Park
- February 25, 2004 Council Chambers

City of Long Beach I-710 Guiding Principles

2. Identify and minimize the cumulative exposure to toxic pollutants and noise exposure for neighborhoods in the affected areas.

City of Long Beach I-710 Guiding Principles

3. Minimize right-of-way acquisitions to preserve existing housing, businesses and open space.

City of Long Beach I-710 Guiding Principles

4. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels.

City of Long Beach I-710 Guiding Principles

5. Improve safety by reducing truck/automobile conflicts through improved roadway design.

City of Long Beach I-710 Guiding Principles

6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems.

Systems Approach

- Port diesel emission improvements
- Truck diesel emission improvements
- Local street improvements
- Traffic signal enhancements
- Improved transit
- Fees to offset local impacts
- Enhanced Alameda Corridor

Systems Approach

Alameda Corridor Transportation Authority (ACTA)

- Connect the Terminal Island Freeway to Alameda Street
- Building and making better use of on-dock and near-dock rail lines
- Building a shuttle train to move containers to distribution centers in the Inland Empire

Systems Approach

The Port of Long Beach

- Slow down ships coming into the harbors
- Reduce emissions from all diesel equipment used at the terminals through retrofitting or alternative fuels
- Impose a tariff requiring all tenants to reduce nitrogen oxide (NOx) and diesel particle emissions (PM) by 2007

Developing Community Conditions of Approval

- Preserving homes and neighborhoods
- Improving health and the environment
- Port growth and its impacts
- Improving safety and reducing congestion
- Design enhancements to protect the interests of the Long Beach community

I-710 Freeway Locally Preferred Strategy

We are still listening

I-710 Freeway Locally Preferred Strategy

Based on community input, the
I-710 Oversight Committee
adopted a set of Design Concepts
for improving the I-710 Freeway
in October, 2003

I-710 Freeway Locally Preferred Strategy

We have incorporated these Design
Concepts into a draft plan that is a part
of the

I-710 Corridor Strategy

I-710 Design Concepts

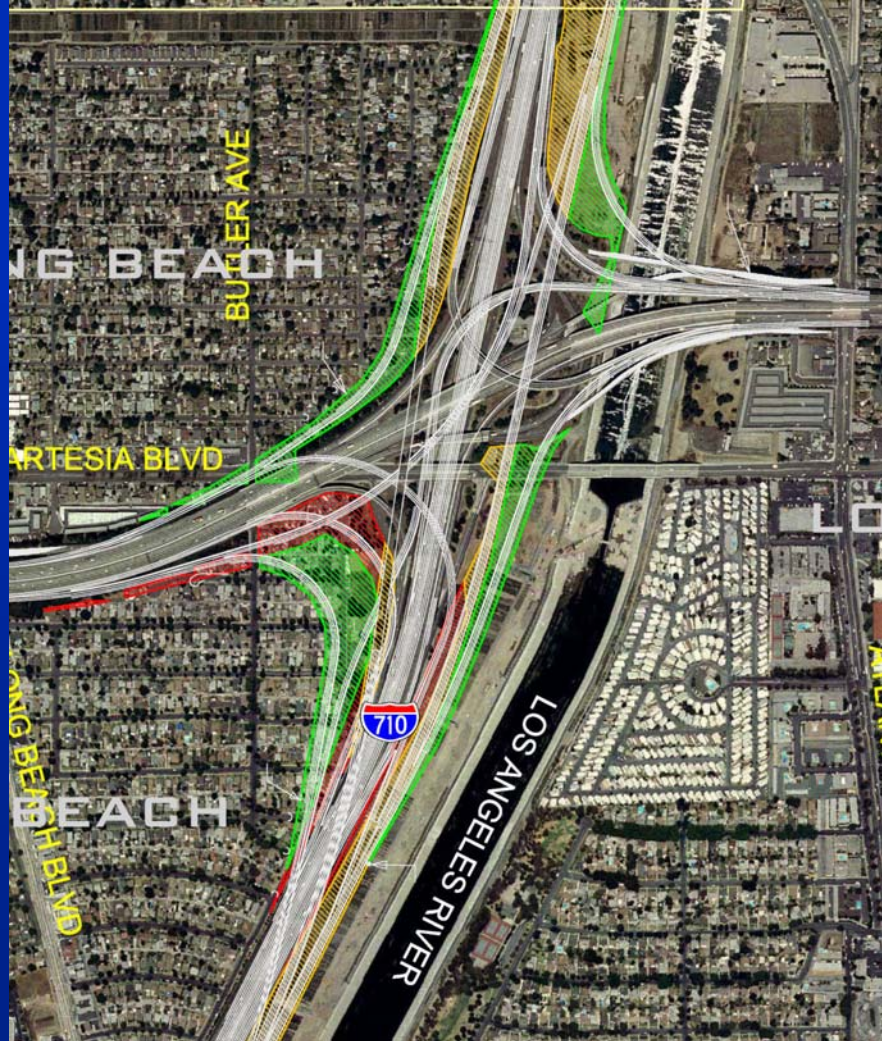
1. Eliminate unnecessary truck ramps at the SR 91 Freeway Interchange to minimize right-of-way impacts

I-710/SR-91 Design Modification Concepts



I-710 Design Concepts

- Original Plan – Residential and Park Impacts



I-710 Design Concepts

- Revised Plan –
No Homes Taken

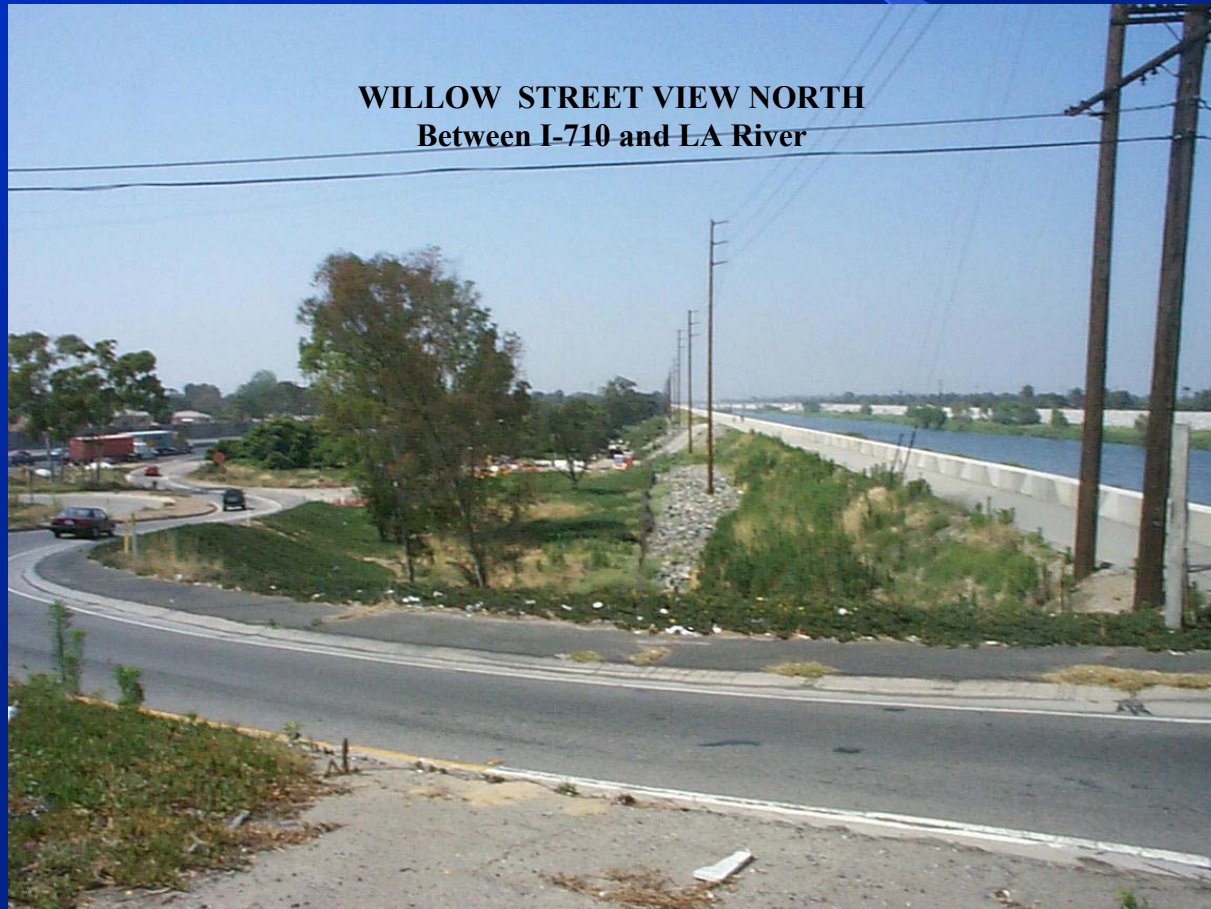


I-710 Design Concepts

2. Utilize the space between the existing Freeway and the Los Angeles River to add capacity and minimize right-of-way impacts

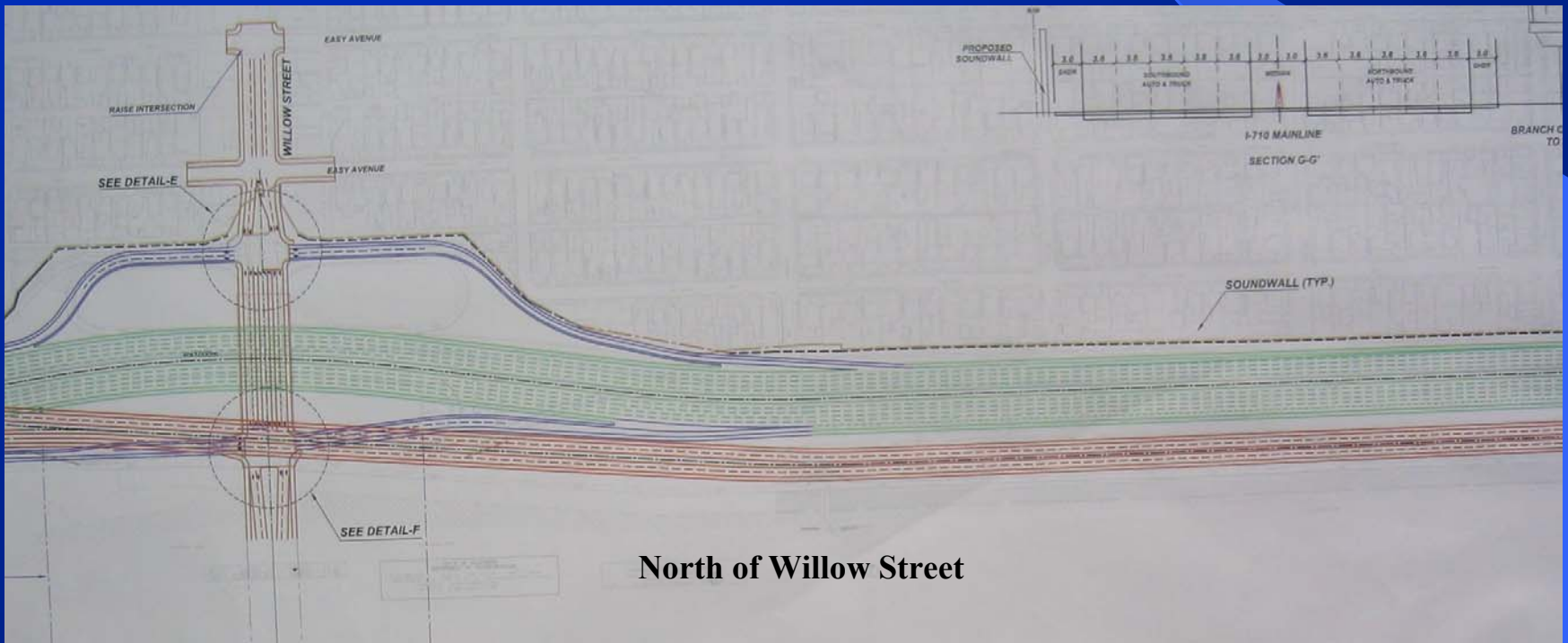
I-710 Design Concepts

- Existing Area



I-710 Design Concepts

- New Plan

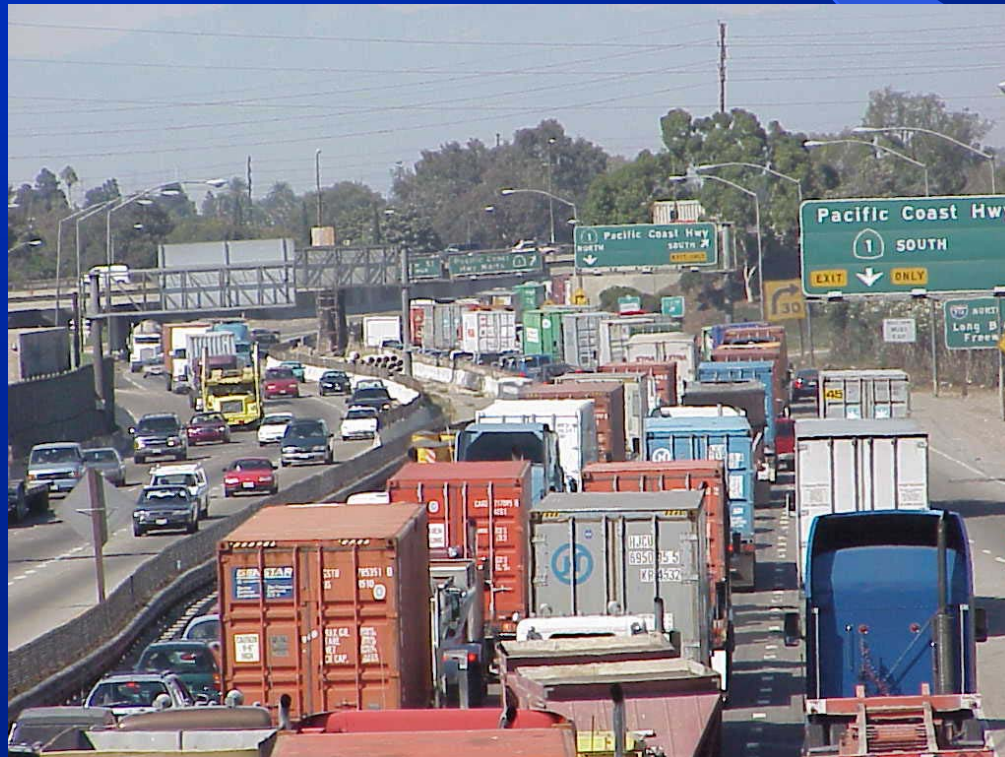


I-710 Design Concepts

3. Separate cars from trucks at-grade for increased safety wherever possible, and construct elevated structures only when necessary to minimize right-of-way impacts

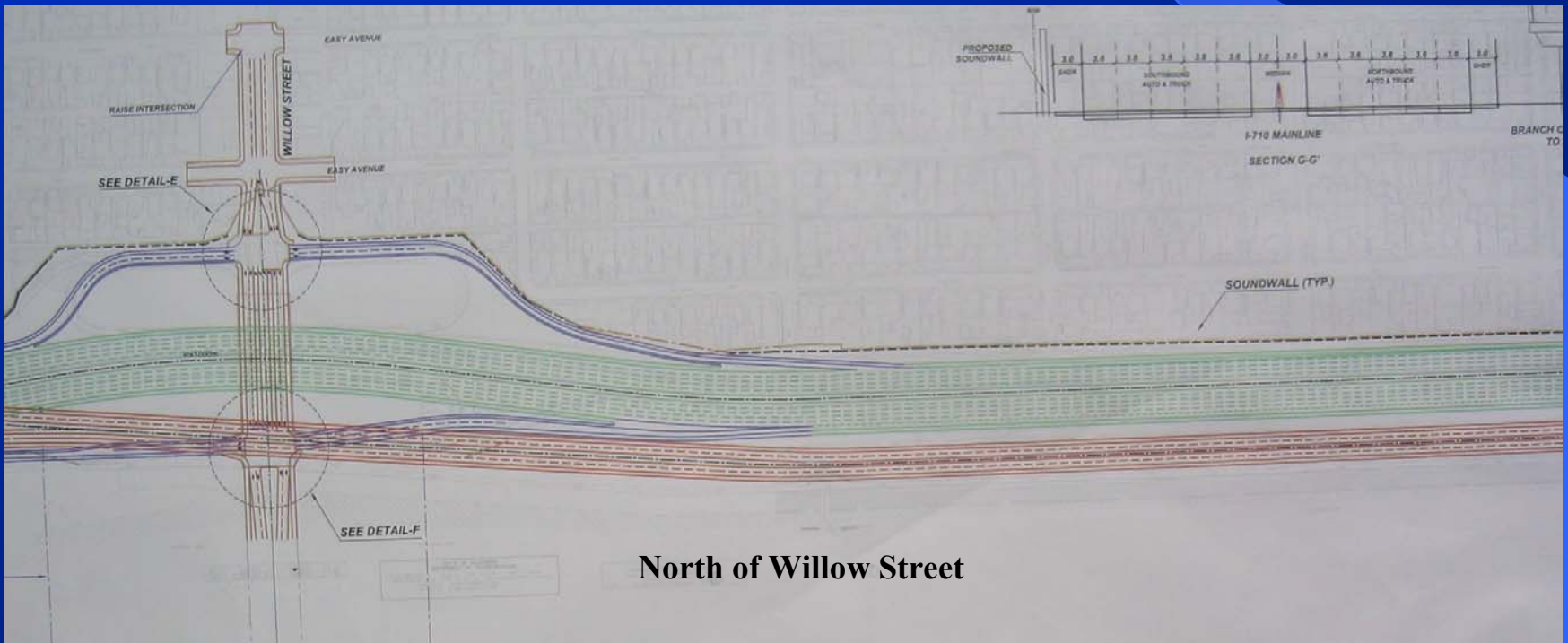
I-710 Design Concepts

- Existing Mixed Traffic



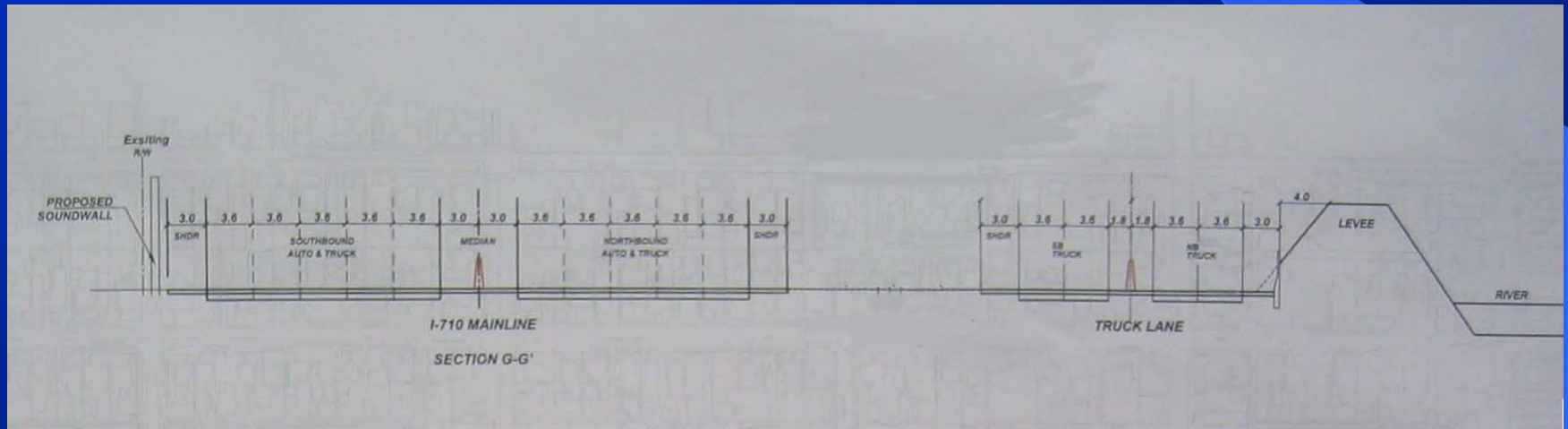
I-710 Design Concepts

- New Plan – At-Grade Segregated Flow



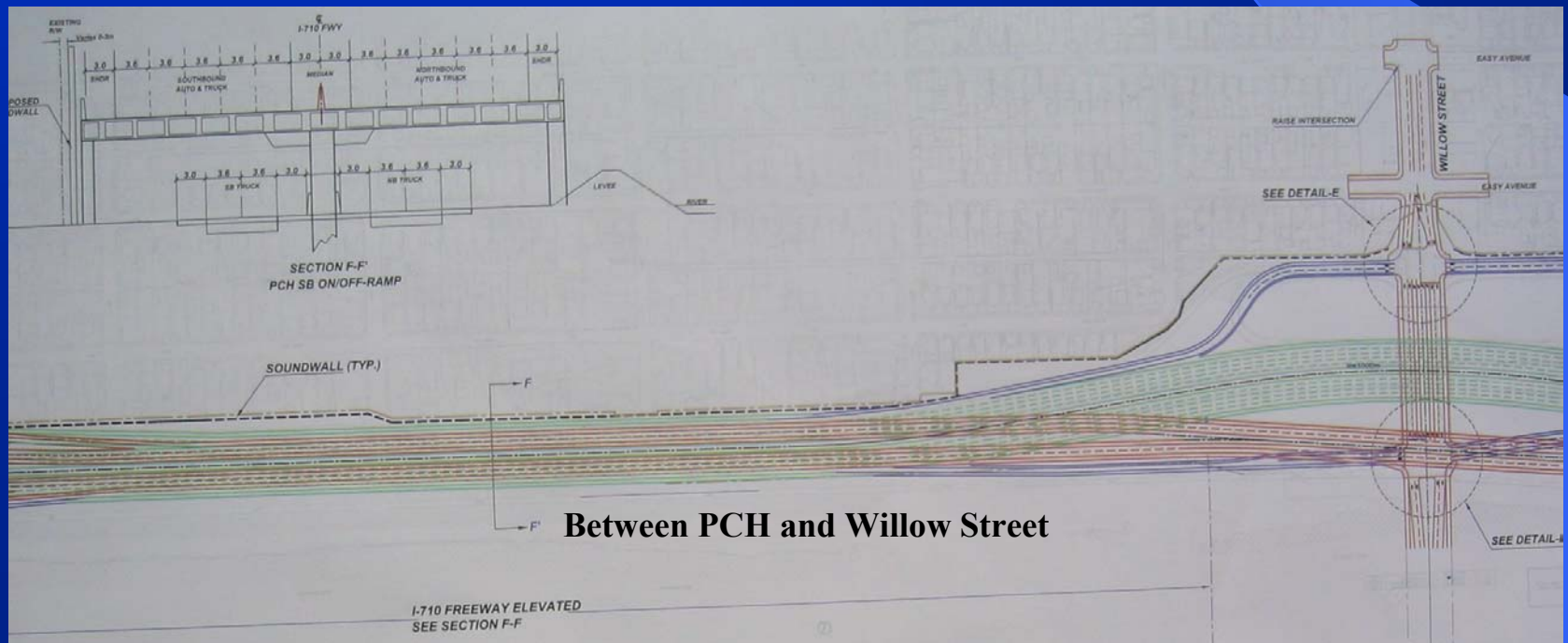
I-710 Design Concepts

- New Plan – At-Grade Segregated Flow



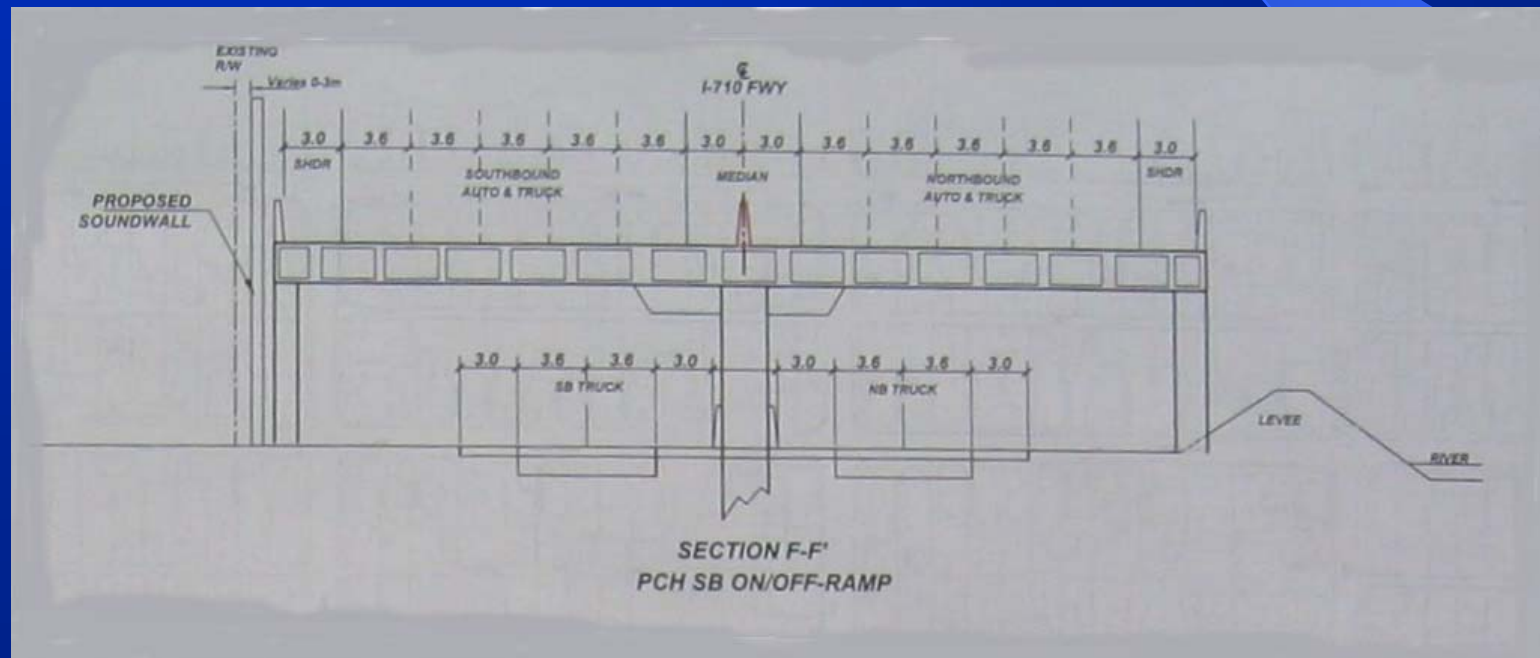
I-710 Design Concepts

- Where right-of-way is limited between PCH and Willow, approximately 900 meters of elevated roads would be created



I-710 Design Concepts

- Exclusive truck lanes will be on the lower level and sound walls will be provided



I-710 Design Concepts

- One condition of approval could be that attractive sound walls must be provided to minimize impacts on adjacent homes



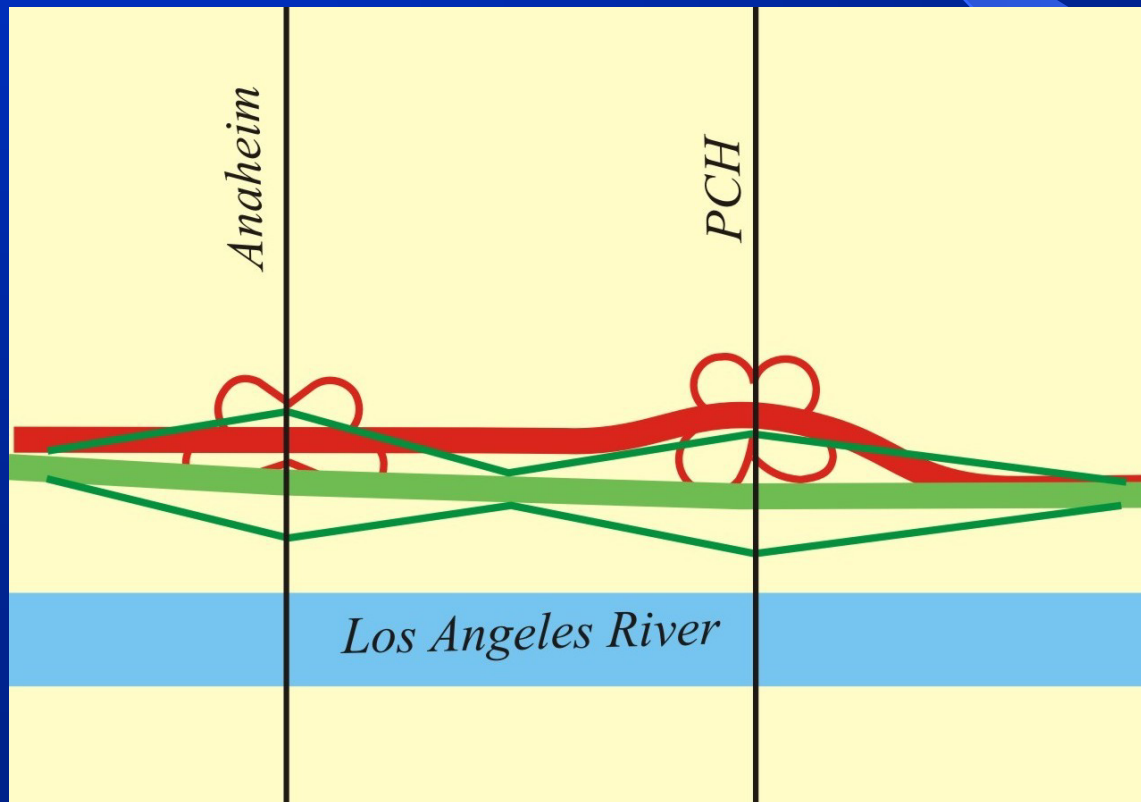
Walls along I-5

I-710 Design Concepts

4. Modify existing freeway on and off ramps to use “diamond” designs where possible to minimize right-of-way impacts and expand opportunities for green space.

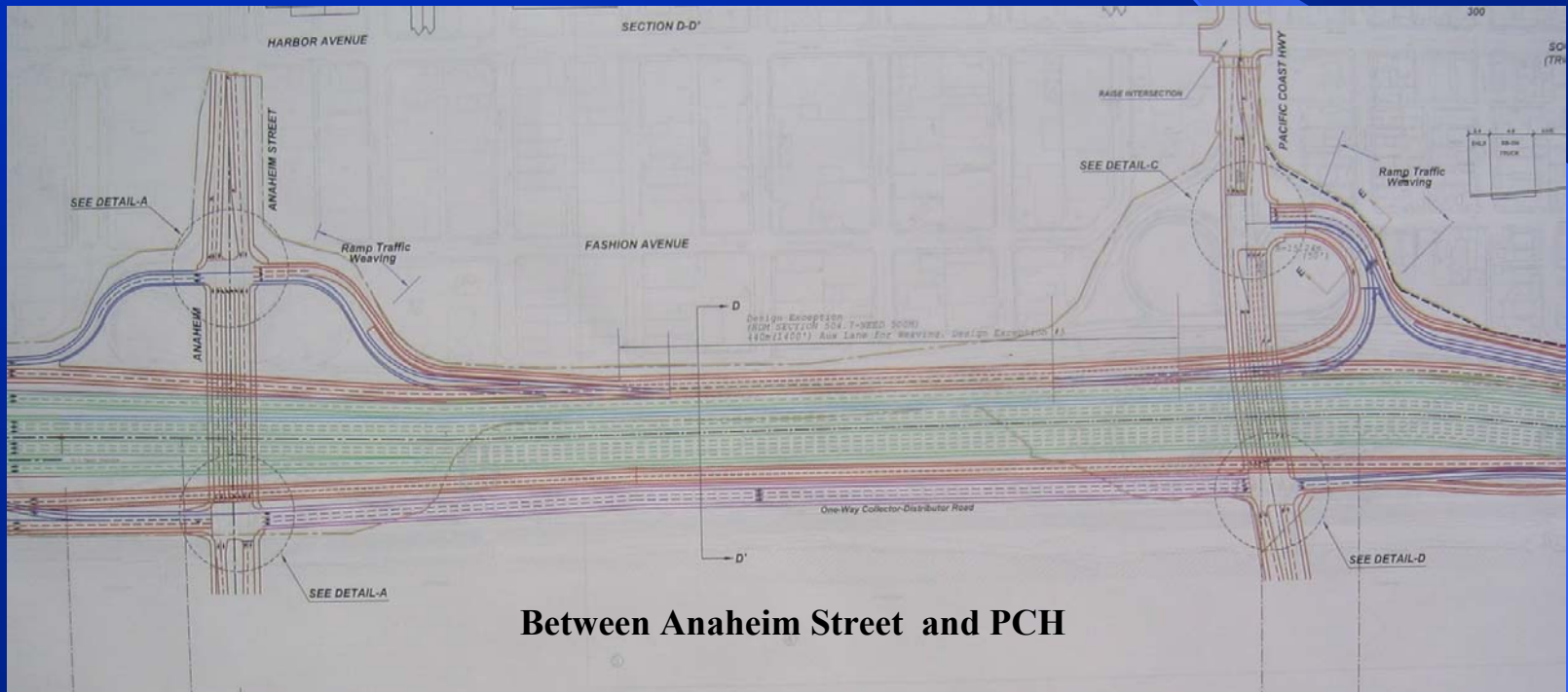
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- Existing Ramps – at Anaheim & PCH



I-710 Design Concepts

- New Plan – New Ramps and C-D Road



I-710 Design Concepts

5. Eliminate the Terminal Island extension to the I-710 Freeway

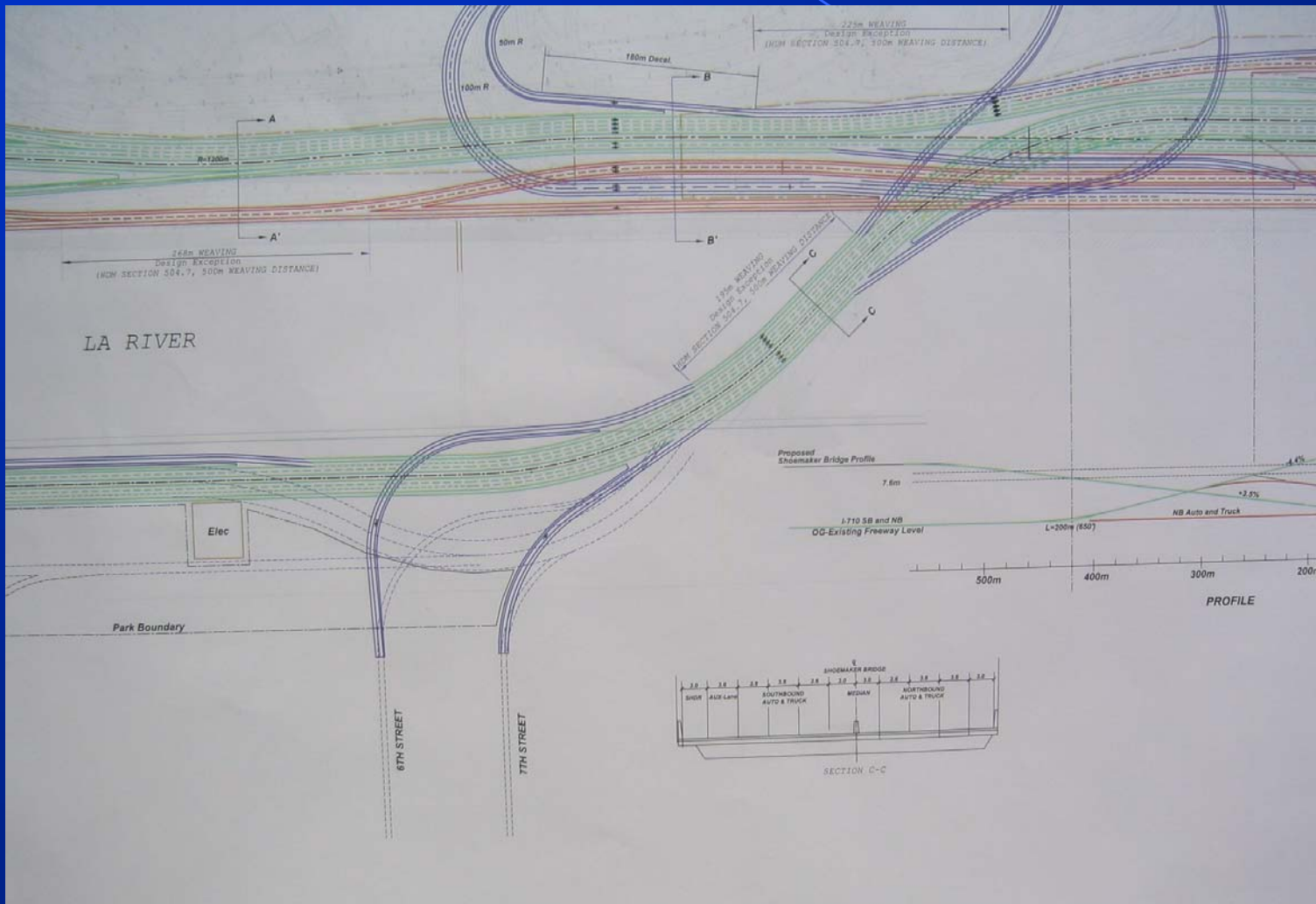
I-710 Design Concepts



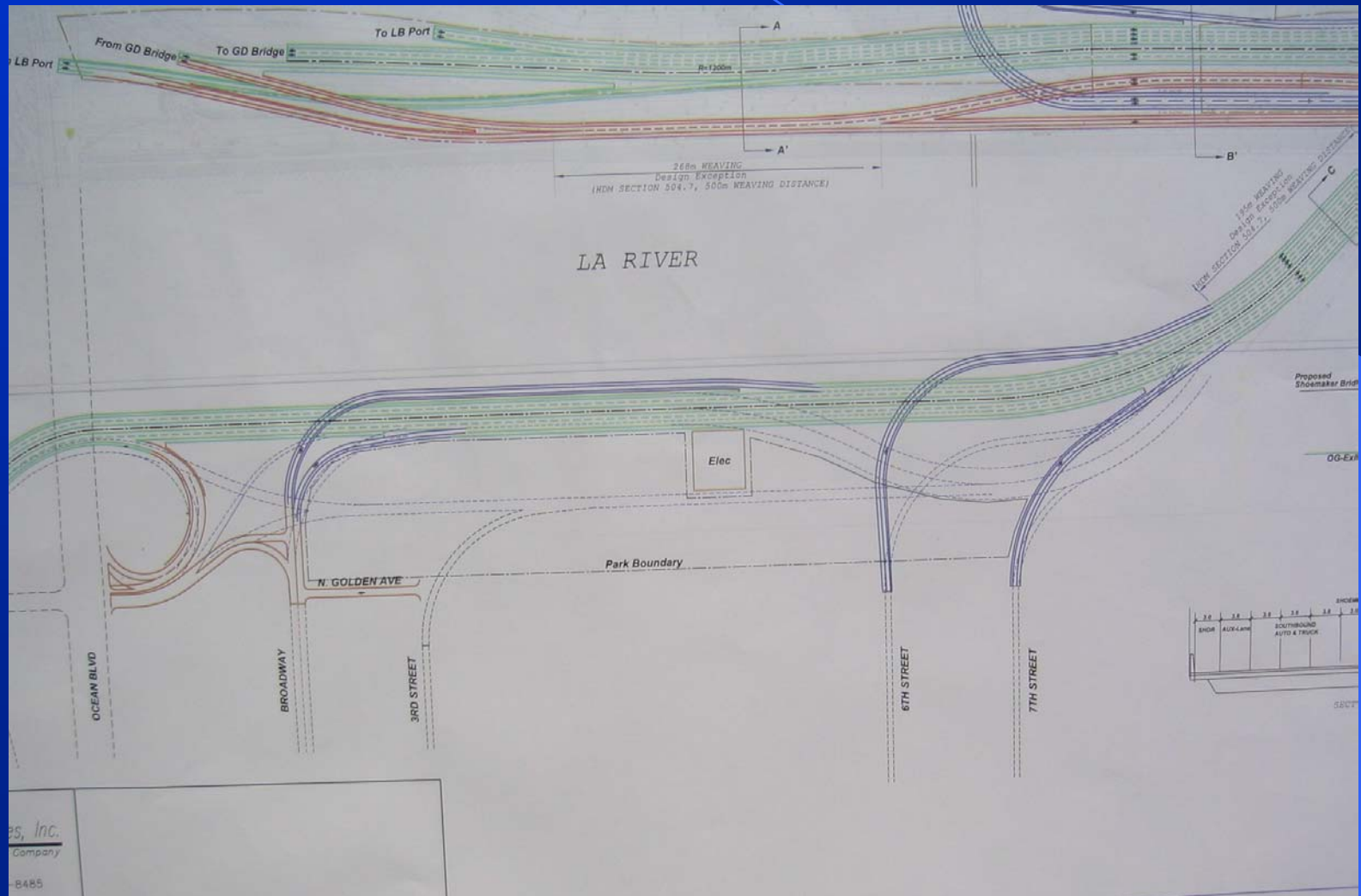
I-710 Design Concepts

6. Redesign the Shoemaker Bridge and realign the ramps into Downtown Long Beach to expand Cesar Chavez Park

I-710 Design Concepts



I-710 Design Concepts



Opportunities for Review and Comment

- Council Oversight Committee Mar 18, 2004
- Community Meetings Mar-Apr 2004
 - West Long Beach Association March 25th
 - Wrigley Association April 5th
 - ProWest Neighbors United April 7th
 - Coolidge Triangle Homeowners April 21st
- Council Oversight Committee April 26th